

IRTY DOLLARS
PER ANNUM

affirmations

**WANCHAI WAREHOUSE AND
STORAGE CO., LIMITED.**

INTERIM DIVIDEND at the RATE of FOUR per cent (ONE DOLLAR and CENTS per Share) for the Six months 30th June, 1901, will be paid on application to the Registered Shareholders in the Company, on MONDAY, the 8th July, **TRANSFER BOOKS** of the Company **CLOSED** from the 1st to the 8th July, days inclusive.

MEYER & CO.,
General Managers.
Kong, 26th June, 1901. [6700

CTORIA RECREATION CLUB.

will be held in the CLUB GYMNASIUM, on THURSDAY, the 11th July, at 8.15 p.m., to receive and pass Annual Report and Statement of Accounts and to elect Officers and Committee for ensuing year.

gkong, 4th July, 1901. [797c

T. EASTERN AND CALEDONIAN
OLD MINING CO. LIMITED

OLD MINING CO., LIMITED,
(IN LIQUIDATION).

NOTICE is hereby given that an EXTRA-
ORDINARY MEETING of the Shareholders of the

ORDINARY MEETING of the PRE-
NCE SHAREHOLDERS will be held
COMPANY'S OFFICE, No. 14, Des Vœux
on SATURDAY, the 25th July, at 12.15
for the purpose of receiving and discus-

The Liquidator,
M. BENNECKE.
Kong, 4th July, 1901. 1708c

GIRAULT,

**LIVIAL of the LATEST PRESERVED
AMERICAN DAINTIES.**
Opened, Call and Inspect, Best quality,

gkong, 25th June, 1901. [667c

COTNAM & Co.
THIS WEEK'S SPECIALTY:
ENGLISH & AMERICAN TRAVELLING
TRUNKS.

SUMMER UNDERWEAR:
THE VERY LATEST IN SHIRTS,
COLLARS and SCARVES.
Kong, 26th June, 1901. [671c]

J. E. WARREN,
BUILDING CONTRACTOR,
No. 25, ABERDEEN STREET.

ITARY APPLIANCES SUPPLIED
and FIXED, DRAINS, TRAPS,
E PIPES, &c., CLEANSED and RE-
attention. Agent for MOSAIC TILES.

Notice of Firm.

NOTICE.
I have This Day authorized Mr.
WILHELM NAGEL to SIGN our FIRM

LEOPOLD SPATZ & CO.
Kong, 17th June, 1901. 1637c

Insurances.
YAN ON MARINE AND FIRE
INSURANCE CO., LIMITED.

Company is prepared to issue Policies of Insurance against MARINE and RISKS from and after This Date.

CHAN YUT NGAM,
 Secretary.
 Hong Kong, 1st July, 1901. [693c
 "THE UNION."

E. INSURANCE COMPANY, LD.
 (Established 1828).
 Undersigned, having been appointed

GENERAL AGENT for the above
is prepared to ACCEPT RISKS
at rates.
as settled direct without reference to the
office.

A. R. MARTY,
Agent.
Kong, 5th July, 1901. 1712c

H GERMAN FIRE INSURANCE

COMPANY OF HAMBURG.
Undersigned AGENTS of the above
company are prepared to accept First
FOREIGN and CHINESE RISKS at

SIEMSSSEN & Co.
Hongkong, 28th May, 1895. 170

To be Let.
TO LET.
POSSESSION APRIL 1ST.

Apply to J. W. NOBLE.

Kong, 6th March, 1901. [297r]

TO LET.

OWN—No. 5A, DUDDELL STREET.

to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 4th July, 1901. [7000

TO LET,
HOUSE in RIPON TERRACE,
WIMBORNE.

USES OF LEIGHTON HILL
AIRVIEW."—KOWLOON.

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

July, 26th [June, 1991] [2000]

Intimation.

ESSETS FLUID.

VERSUS PLAGUE.

What pure Carbolic Acid can do in
three hours ESSETS FLUID does
in nine minutes.

The microbe or bacillus of bubonic
plague grows readily in artificial
media and is destroyed by Essets
Fluid.

Essets Fluid is superior in every
way to pure Carbolic Acid.

Sole Agents:
**WATKINS,
LIMITED.**

QUEEN'S ROAD.
Hongkong, 6th July, 1901. [714c]

To-day's Advertisements.

NOTICE.

THE attention of the community is drawn
to the fact that SIGNATURE SHEETS,
to be attached to a Petition to the Right
Honorable the Secretary of State for the
Colonies, asking for the Appointment of a
Commission to Inquire into the Sanitary Con-
dition of Hongkong, &c., are open for Signature
at the following places:-

Messrs. A. S. Watson & Co., Ltd.
Messrs. Kelly & Walsh, Ltd.
Messrs. Lane, Crawford & Co.
Messrs. W. Brewer & Co.
Messrs. Caldwell, Macgregor & Co.
The Robinson Piano Co., Ltd.
The Victoria Dispensary.
Messrs. Watkins, Ltd.
The Hongkong Hotel, Ltd.
The Peak Hotel.
The Hongkong Daily Press Office.
Mr. H. Kington's Kowloon Store.
Copies of the Petition may also be seen at
the above.

Hongkong, 2nd July, 1901. [700c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"LOONGSANG,"
Captain G. S. Weigall, will be despatched as above
on FRIDAY, the 12th instant, at 4 P.M.
This Steamer has Superior Accommodation
for First class Passengers, is fitted throughout
with Electric Light.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th July, 1901. [716c]

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship

"DIAMANTE,"
Captain J. Rattenberg, will be despatched as
above on SATURDAY, the 13th instant, at Noon.
The Attention of Passengers is directed to
the Excellent Accommodation provided by this
Steamer. She is fitted throughout with Electric
Light.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 8th July, 1901. [720c]

FOR NEW YORK.
THE 3/3 A. I. I. American ship

"MANUEL LLAGUNO,"
will load during September and October, sail-
ing about 25th October.
For Freight, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 8th July, 1901. [727c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENLOGAN,"
having arrived from the above Port, Consignees
of Cargo by her, are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon Wharf
and Godown Co., Ltd., at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.
Optional cargo will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.
No Fire Insurance has been effected.
All ship damaged packages must be left in
the Godowns, and a certificate of the damage
obtained from the Godown Company within ten
days after the vessel's arrival, after which no
claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 8th July, 1901. [717c]

To-day's Advertisements.

THE HONGKONG LAND INVESTMENT
AND AGENCY COMPANY,
LIMITED.

AN INTERIM DIVIDEND OF SIX Dollars
per Share for the Six months ending 30th
June, 1901, being at the RATE OF TWELVE
per Cent per annum, will be PAYABLE on the
27th instant, on which DATE DIVIDEND
WARRANTS may be obtained on Application
at the Company's Office, No. 5, Queen's Road
Central.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to the 27th
instant, (both Days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 8th July, 1901. [726c]

THE WEST POINT BUILDING CO.,
LIMITED.

AN INTERIM DIVIDEND OF ONE
Dollar and FIFTY Cents per Share for
Six Months ending 30th June, 1901, will be
PAYABLE on the 27th instant, on which DATE
DIVIDEND WARRANTS may be obtained on
Application at the Company's Office.

The TRANSFER BOOKS of the Company
will be CLOSED from the 22nd to the 27th
instant, (both Days inclusive).

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land In-
vestment and Agency
Co., Limited.

General Agents, The West Point
Building Co., Limited.

Hongkong, 8th July, 1901. [728c]

NAVIGAZIONE GENERALE ITALIANA,
(Florida and Kubatino United Companies).

STEAM FOR
BOMBAY VIA SINGAPORE AND
PENANG.

Having connection with Company's Mail
Steamers to ALEX. SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO
VENICE and TRIESTE, all MEDITER-
RANEAN, ADRIATIC, LEVANTINE,
and SOUTH AMERICAN PORTS up
to CALLAO.

Taking Cargo at through Rates to PERSIAN
GULF and BAGDAD, also BARCE-
LONA, VALENZA, ALICANTE, AL-
MERIA and MALAGA.

THE Steamship

"BISAGNO,"

Captain P. Brusca, will be despatched as above
on SATURDAY, the 13th instant, at Noon.

At BOMBAY, the Steamer is discharging in
Victoria Dock.

For further Particulars regarding Freight
and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 8th July, 1901. [721c]

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Company's Steamship

"INDRANI,"

Captain Hill, due here on the 11th instant, will be
despatched as above on SATURDAY, the
13th instant, at Noon.

For Freight, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th July, 1901. [722c]

THE OSAKA SHOSH KAISHA,
LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"

Captain K. Sobajima, will be despatched for the
above Ports, on SUNDAY, the 14th instant.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 8th July, 1901. [726c]

FOR CALCUTTA (DIRECT)
VIA SINGAPORE.

THE H.A.L. Steamship

"C. FERD. LAEISZ,"

Captain Fuchs, will be despatched for the
above Ports, on FRIDAY, the 19th instant,
at Noon.

For Freight and further Particulars, apply
to

HAMBURG-AMERIKA LINIE,
Hongkong Office,
Queen's Buildings, No. 1.

Hongkong, 8th July, 1901. [723c]

SHEWAN, TOMES & CO'S
"NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARARA,"

Captain Williamson, will be despatched for the
above Port, on or about the 15th August.

To be followed by the
S.S. "ATAKA,"

on or about 15th September.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 8th July, 1901. [727c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO', ANTWERP,
LONDON AND STRAITS.

THE Steamship

"GLENROY,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godown at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.

Optional goods will be carried on unless
instructions are given to the contrary before
4 P.M. TO-DAY.

Goods not cleared by the 14th instant, will
be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival, after which
no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 8th July, 1901. [724c]

To-day's Advertisements.

GOVERNMENT BILLS.

TENDERS FOR SPECIE, MEXICAN
DOLLARS, Current in this Colony, and
weighing 7.17, in Exchange for Sterling Bills
drawn at 10 days' sight on the Lords Commis-
sioners of Her Majesty's Treasury, London,
will be received by the Chief Paymaster,
Army Pay Department, until 11 A.M., on
WEDNESDAY, the 10th instant.

The Tenders to state the total amount re-
quired (in Pounds Sterling), and the amount
for which each Bill should be drawn, but no
Bills will be issued for Sums less than £100.

The Tenders to be in Duplicate and in sealed
covers, addressed to the Chief Paymaster,
Army Pay Department, and endorsed "Tenders
for Government Bills."

The right to accept or reject any or all of the
Tenders is reserved.

P. S. DYSON,
Major,
Chief Paymaster, China.

Her Majesty's Treasury Office,
Queen's Road.

Hongkong, 8th July, 1901. [719c]

TO LET.
Possession, August 1st.

THE GODOWN IN WEST POINT, (Kennedy
town), known as Feather Factory, now
occupied by the Hongkong and Kowloon
Wharf and Godown Co., Limited.

For particulars, apply to

LAU'S, VEGENER & CO.,
Hongkong, 8th July, 1901. [725c]

THE PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

FROM PORTLAND, OREGON, AND
PORTS.

THE Company's Steamship

"INDRAPURA,"

having arrived from the above Port, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature and take
immediate delivery of their goods ex ship or
from alongside.

Any Cargo impeding the discharge of the
vessel will be landed and stored at Con-
signees' risk and expense.

Bills of Lading will be countersigned by

ALLAN CAMERON,
General Agent, for China & Japan.

Hongkong, 8th July, 1901. [729c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES

at 16, Queen's Road Central,
(R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).
Business hours—9 A.M. to 5 P.M.

A GREAT proportion of cataracts and
diseases affecting those advancing in life
occur to those having some deficiency in the
construction of the eyes—the many years of
"Eye Strain" ending in serious forms of disease.

Glasses specially adapted in youth to those
requiring them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indicate
a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES
only after testing the sight.

ADVICE FREE. [145b]

A. S. WATSON & Co.,
LIMITED.

SHERRIES.

B.—SUPERIOR PALE DRY,
dinner wine, Green Seal
Capsule \$10.80

C.—MANZANILLA, PALE
NATURAL SHERRY, White
Capsule 12.00

CC.—SUPERIOR OLD DRY,
PALE NATURAL SHERRY, Red
Seal Capsule 12.00

D.—VERY SUPERIOR OLD
PALE DRY, choice old wine,
White Seal Capsule 14.40

E.—EXTRA SUPERIOR OLD
PALE DRY, very finest quality,
Black Seal Capsule (Old
Bottled) 20.40

B, C, and CC are excellent dinner
Wines and suitable for invalids and
delicate stomachs. D and E are
after-dinner Wines of a very Superior
Vintage. ALL ARE TRUE XERES
WINES.

Small quantities are supplied at
proportionate whole sale rates.

We only guarantee our Wines and
Spirits to be genuine when bought
direct from us in the Colony or from
our authorized Agents at the Coast
Ports.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

Hongkong, 8th July, 1901. [724c]

BIRTH.

On the 6th July, at 3, Seymour Terrace,
the wife of G. A. Woodcock, of a son, still-
born. [718c]

The Hongkong Telegraph

HONGKONG, MONDAY, JULY 8, 1901.

NOTES AND COMMENTS.

The Withdrawal of Troops.

At theiffin given to Admiral SEYMOUR
by the China Association the other day, the
Chairman, in his speech, pointed out that
so far nothing had been actually done to
wards gaining any advantages for trade or
putting commerce upon its proper footing
in China. Some of the ringleaders of the
Boxer rising had been punished and one or
two other things had been done, but not a
single step had been taken in the settlement
of affairs in the interests of Commerce.

We fancy that the Chairman of the China
Association might well have added that, as
a matter of fact, nothing whatever had been
done either to adequately punish the Chi-
nese or to safeguard foreigners and foreign
interests for the future. In another column
will be found a letter from our Tientsin
Correspondent in which it is stated that even
the Chinese do not think that the force to
be left for the protection of the Legations
and the lines of communication will be suf-
ficient. In other words the Chinese fear
that so soon as the homeward bound troops
have left, the ball will be set rolling again
by the Boxers, and the state of northern
China will be as bad as ever it was at this
time last year.

TUNG FU-HSIAN is said to be on the war-
path once more and brigandage is on the
increase, so it does not look as though the
country were yet in a fit state to be left to
the tender mercies of the Chinese troops for
the preservation of order. Even in Canton
apprehensions are being felt of renewed dis-
turbances in the north, and our Correspondent
tells us that the traders are fearful of sending
goods up in large quantities.

This does not look very hopeful for trade.
If the Chinese once take fright, all trade must
needs come to a standstill, and there can be
little doubt but they are on the verge of a
panic now. We do not look forward with
any degree of confidence to a long main-
tenance of tranquility after the withdrawal
of the troops. In all probability the anti-foreign
party will see in the withdrawal another
cause of striking at the foreigners, particularly
as the prime movers of the Boxer rising, the
men who were the root and cause of it all,
have been allowed to escape punishment.

REUTERS TELEGRAMS.

THE WAR LOAN BILL.

LONDON, July 5th.

The War Loan Bill has passed the second
reading.

BRITISH SOUTH AFRICA.

Commandant Botha is encamped in the
high veldt at East Springs.

It is estimated that over 13,000 Boers still
remain in the field.

Between the 5th July and 2nd August,
eleven vessels will take 1,000 fresh troops and
5,000 horses to the Cape.

LATER.

HENLEY REGATTA.

In the race for the Grand Challenge Cup,
Lander beat Pennymania by a length, after
a magnificent struggle. The excitement was
intense.

THE BRITISH NAVY.

The shipbuilding programme for 1901 in-
cludes three battleships of 16,500 tons each,
six armoured cruisers, and ten destroyers of
an improved type.

CASUALTIES IN SOUTH AFRICA
DURING JUNE.

The official list of casualties in South
Africa during June gives, sixteen officers and
152 men killed, forty two officers and 444
men wounded, three officers and 75 men
missing.

LORD ROSEBERY AND THE
LIBERAL PARTY.

July 6th.
Lord Rosebery has returned to London.
The speculation as to his attitude is of in-
tensified interest owing to the Liberal crisis.

BRITISH SOUTH AFRICA.
MORE TRAIN WRECKING.

The Boers to the north of Naboomspruit
have wrecked a train from Pietersburg, kill-
ing Lieutenant Best and nine men of the
Gordons, and nine others.

WEATHER REPORT.

The Observatory report says:—
On the 7th at 12.10 p.m. the barometer has
fallen moderately on the E. coast of China, prob-
ably owing to the existence of a depression
over Central China. Gradients continue slight
for S.E. and S. winds on the China coast. Fore-
cast:—Moderate S. winds; squally, showery.

On the 8th at 12.15 p.m. the barometer has
risen on the China coast. Probably the depres-
sion in the North is approaching W. Japan.
Gradients slight for S. winds in S. China. Fore-
cast:—Moderate S. winds; squally, showery.

LOCAL AND GENERAL.

ORDERS relating to Crown rents in the New
Territories are published in the Gazette.

The dredger *Sf Enoch* was busily at work
this morning off the Naval Yard extension.
The ill-fated *Canton River* still lies at the
bottom.

WE learn that the Hon. R. D. Ormsby has
resigned his post as Director of Public Works.
It is not yet settled who is to fill the vacancy,
but it is to be hoped that we shall have a man
appointed who has had experience of sanitation
and reclamation work.

THE Press of the 29th ult., states:—Two
Frenchmen from the French transport *Vinh
Long*, now in Nagasaki harbour, brutally
attacked a Jirinkishaman and a policeman on
Thursday evening. On of the men was arrested
and remitted to the Chihio Saibansho for trial.

It is to be hoped that the weather will hold up
for the Volunteer Concert this evening. There
have certainly been numerous showers to dodge
during the day, but if there is the least hope of
a fair evening, we feel sure that few will fail to
take advantage of this one bit of amusement
offered right in the dulllest part of our dull
season.

ONE has to be right up to date to note all the
new makes of Messrs. Watkins Limited. The
latest of the Crown brand aerated waters is
Claret and Lemonade non-alcoholic and a
splendid thirst quencher. Messrs. Watkins have
also placed a medicine before the public in the
form of Cinchona Tonic, a preventive of
Malaria and typhoid fevers. So at last one
can take a long drink at a moderate price and
improve one's health.

THE funeral ceremony of the late Mr. Hoshi
took place at Shokoji, Shiba, on the 26th ult.,
says the *Kokumin Shinbun*, the bier having
left his residence at 8 A.M. Countless multitudes
assembled at the temple, including nobles and
statesmen of highest rank and influence and
other noted citizens all to mourn the dramatic
end of the statesman's career. Marquis Ito,
the President of the *Rikken Seiyu Kaigi*, and
Count Itagaki, the former leader of the Liberals
and an old friend of the deceased read their
rather short but extremely pathetic funeral
eulogies on the occasion.

ANYONE who had been condemned for his
sins to visit the Police Court this morning
would surely, at the first asking, have promised
he would never do it again. The stench was
awful. About 150 Chinese men and women
grouped together in a small confined space.
Not a breath of air, just sheer dirt, rags, open
sores and all the outward signs of hopeless,
squalid poverty and crime. The Government
need not fool with overcrowding amongst the
Chinese when they have, and seem satisfied
with, such a fever den as the Hongkong Police
Court, neither fit for man or beast.

IN view, says the *Nagasaki Press*, of the
newly-established beer tax to be enforced on
the 1st October next, the principal breweries
some time ago raised their prices by one yen
per case of four dozen bottles, and intend to
again raise the prices before the enforcement
of the new tax. This increased price has
caused the appearance on the market of very
inferior brands of beer. It is reported that the
latter, which are quoted at low rates are now
being demanded by the public to such an extent
that the sale of genuine beer such as Kirin,
Asahi, Yebisu, Sapporo, and Kabuto, etc., has
been greatly affected.

37, rounded up a mob of 16, and although according to their statements they were mostly sleeping, they were each fined \$2 or 8 days. Gambling will become a thing of the past amongst the Chinese when Hongkong Harbour is dry land or the dredger is raised.

LESSENING THE WORK OF THE P. O.

Lo Tung was accused by P. C. 522 as to the contents of a parcel he was carrying. He said it was medicine but, on being opened up, it was found to contain 70 letters addressed to Macao lottery firms. He paid the \$100.00, the fine inflicted.

THE GREAT BANVARD'S STAR VAUDEVILLE COMPANY.

The above Company gave their first performance in Hongkong on Saturday night at the N. B. Theatre, Wellington. Barracks. Owing to the City Hall being unavailable they were greatly handicapped, as several of the items on the programme had to be abandoned owing to the unavailability of the stage. However, on the whole it must be said that the entertainment was a decided success and a most pleasant evening's enjoyment was provided. The whole of the Company performed so well that it seems almost invidious to mention names, but we must specially remark on Miss Omra Carlotta's rendering of "Back of Loch Lomond" and her encore song of "The Dear Little Shamrock" which was enthusiastically received. Miss Bonnard was also very successful in her part of the "Queen of Kensington" was also a well performed Irish jig and the other a dance with high kicking and tambourine accompaniment were also given during the evening, the whole reaching a very high standard of excellence.

The performance concluded with a short farcical sketch, entitled "Til for Tat" the characters in which were rendered by Madam Bell, Miss Bonnard, Mr. Bonnard and Wally Bonnard, an extremely lively and well acted piece.

We cannot conclude this notice without extending our sympathy to the company on their ill luck in finding the City Hall unavailable, but their undoubted talent will, we think, succeed in carrying them through these unavoidable difficulties.

Another performance is to be given to-night, when a number of changes will take place in the programme and an effort will be made to surmount the difficulties connected with the stage.

The company are giving an entertainment at the Peak on Tuesday and Wednesday next. (Communicated.)

THE HARBOUR MASTER'S REPORT.

We make the following extracts from the Report of the Harbour Department for 1900, as published in the Gazette:

SHIPPING.

The total tonnage entering and clearing during the year 1900 amounted to 15,445,134 tons, being an increase, compared with 1899, of 3,382,823 tons.

Of 41,223 arrivals of 9,228,762 tons, and 41,233 departures of 9,216,372 tons.

Of British ocean-going tonnage, 2,841,936 tons entered, and 2,841,410 tons cleared.

Of river steamers (British), 17,466,674 tons entered, and 17,475,178 tons cleared; making a grand total of British tonnage, of 9,155,198 tons entering and clearing.

Of Foreign ocean-going tonnage, 2,425,086 tons entered, and 2,425,311 tons cleared.

Of Foreign river steamers, 8,280 tons entered, and 8,286 tons cleared; making a grand total of Foreign tonnage of 4,866,069 tons entering and clearing.

Of junks in Foreign trade, 1,604,632 tons entered, and 1,602,224 tons cleared.

Of junks in local trade, 602,148 tons entered, and 595,963 tons cleared.

Thus—

British ocean-going tonnage represented 3.67 per cent.

Foreign ocean-going " " 26.3

river " " 0.1

Junk (Foreign trade) " 17.4

(local trade) " 6.5

Five thousand three hundred and ninety-five (5,395) steamers, 78 sailing vessels and 17,732 junks in Foreign trade entered during the year, giving a daily average of 53.6 as against 76.9 in 1899.

For European-constructed vessels the daily average entry would be 14.99 against 14.91 in 1899, and of the vessels entering 68.77 were British.

For vessels under the British flag a comparative table for 1899 and 1900 shows an increase of 103 ships measuring 439,182 tons, but when taking into account the decrease in river trade under this flag, viz., 117 vessels of 58,317 tons, the actual increase in ocean-going trade would be 214 ships of 488,999 tons. The falling off in river trade may be wholly ascribed to the steamers *Sanchui*, *Wuchow*, *Hoi Tong* and *Awai Lun* being sold and off the run.

Of the increase mentioned above the chief factors are:—(i) The turning over of many of the China Merchant Steamers to British colours; (ii) the fact of a greater percentage of tramp steamers calling than heretofore (principally carrying coal); (iii) the increased size of the liners on home routes; and (iv) the fact of some of the coasters calling at the port more frequently than they did last year.

For vessels under Foreign flags there is a numerical decrease of 68 shown, but with an increased tonnage of 154,838 tons, the falling off in vessels is ascribable to the turning over of a portion of the China Merchants' fleet to the British flag, also further augmented by a falling off in vessels under the United States, Japanese, and Norwegian colours. The increase in tonnage is explained by the greatly increased size of many of the German steamers, also to the Scottish Oriental Steamship Company turning over to German colours, which has considerably augmented the tonnage under this flag. Vessels under French colours have also helped to enhance the increase, which is explained by their making more trips than were made last year.

The actual number of ships of European construction (exclusive of river steamers) entering the port during the year 1900 was 709—being 563 British and 146 Foreign.

These 709 vessels entered 3,440 times and gave a total tonnage of 5,622,223 tons.

In 1899, 303 vessels entered 3,561 times and gave an aggregate tonnage of 4,010,218 tons.

Thus 106 more vessels entered 79 more times and gave a total tonnage increased by 326,804 tons.

The 303 British ships carried 2,667 British officers and 15 Foreign officers, as follows:—British, 267; Danish, 3; German, 4; United States, 8; giving a total of 2,682.

The proportion of Foreign officers was, therefore, 55 per cent., comprising 3 nationalities—a decrease of 65 per cent. with an increase of ships.

The 346 Foreign ships carried 2,291 officers, of whom 274 were British, borne as follows:—In Japanese ships, 133; Chinese, 60; German, 39; United States, 19; Dutch, 8; French, 6; Russian, 6; Portuguese, 3; giving a total of 274.

THE FALL OF THE BEACH-COMBER.

The wastrels came down like a wolf on the fold, their garments, most ragged, and dirty and old, their sheen of their noses like sunset at sea; their sentences reeking of capital D.

Like the leaves of the forest when summer is green,

That host of beachcombers one sunrise was seen;

Like the leaves of the forest when autumn has blown,

That host on the morrow lay withered and down.

For the Bobbys of May hurried out in the blast,

And peeped in the door of each pub as they passed,

And the eyes of the Bobbys were frequently damned.

In words which the Editor says must be banned.

By the bar lay a man with his mouth gaping wide,

And down it there gurgled the beer of his pride;

He was strapped on a stretcher and hurried away,

To sleep off his drink in the Palace of May.

And there lay another, distended with ale,

With his feet on a chair and his head in a pail;

While a third in the spittoon was taking a rest,

His pipe slowly burning a hole in his vest.

And the combers of Hongkong are loud in their wail,

For they don't serve them beer, gin nor whisky in gail,

And the pubs are all silent, their profits have shrunk,

Their porter unaltered, their whisky undrank.

GILAH.

THE CRISIS IN THE NORTH.

Affairs in the North.

(From our own Correspondent.)

Our commemorative festivities came off successfully on the 24th, and with few exceptions everyone now here who went through the siege last year joined in. The weather was all that could be desired, though possibly a dash warmer than last year. Some 130 persons were present at the banquet held in the Gordon Hall at 7 p.m. the subscribers being limited to bona fide besieged and a few military guests. The hall was handsomely decorated with flags, embroidered hangings, flowers, palms and life sized figures of soldiers and Boxers, while the long and well laid tables were adorned with many a warlike trophy in the shape of shells garlanded with flowers in token of their inability for further mischief. Only some nineteen ladies were present, all of whom were accorded positions of honour at the President's end of the table. The ladies included, Mrs. and the Misses Dering; Gen. and Mrs. Von Hammer; Mr. and Mrs. Bellingham; Mr. and Mrs. Deostie; Nurse Bougignon; Mr. Mrs. Poulson; the Misses Poulson; Mr. and Mrs. W. H. Smith; Mr. and Mrs. Dickinson; Mr. and Mrs. Way; Mr. and Mrs. Ash; Mr. and Mrs. Gattell; Mr. and Mrs. Bidwell; Mr. and Mrs. Knox; Mr. and Mrs. Shroeder; Mr. and Mrs. Dierling etc. etc., and the military guests, Gen. Lowe Campbell; Gen. von Lessel; Col. Borne; Col. Swann; Col. Ohara; Capt. Burke (H.M.S. *Orlando*); Capt. Johnson; Lieut. Wallace, Gen. Voyron; Col. Gundell etc. etc. The Band of the Hongkong Regiment supplied the music for the banquet, for which the Astor-House catered, and a very good dinner was provided. A huge punkah stretching right across the hall had been specially made for the occasion and the heat was not noticeable at all, thanks to the admirable arrangements. After dinner a general adjournment was made to the Victoria Gardens where were prettily lighted with colored lanterns, with which also the Gordon Hall was outlined in a very effective manner. The fireworks were not on a very elaborate scale, but a set piece representing the bombardment of the Gordon Hall was ingeniously and effectively carried out, fire balls being levelled at the miniature bamboo and paper edifice, from which a hot fusillade of crackers was returned. Paper figures of Boxers were ingeniously carried out surrounded the "Hall" and were carried off in triumph by the junior guests when the pyrotechnic display was over. The French Band played an excellent programme of music, and the guests apparently enjoyed strolling around the ground in the cool evening air listening to the music as it was midnight before they dispersed. I believe something like 700 tickets for the Garden Fête were sold.

News this week is not of a reassuring nature from the country round. Tung Fu-hsian seems to be unquestionably on the war path again, and is reported to be marching on Tai Yuan-fu for the purpose of plunging that portion of the country into rebellion. The Governor of Shanse is reported to have asked foreign assistance in repulsing him. Whether this is true or not it is difficult to ascertain, but I believe the foreign forces are under orders for India, a very little thing may suffice to stay their movements.

So far as the arrangements now stand, the orders of withdrawal (British) are—

Returning to India.

Peking Head Quarters Staff.

Cavalry Brigade Staff.

1st Brigade Staff.

2nd Brigade Staff.

3rd Brigade Staff.

Lines Communication Staff.

B. Battery, R.H.A.

Nos. 1, 2, and 6 sec. 1 Pr. 2 Maxims R.A.

R/2 Ammunition column.

R/7 Ammunition column.

Siege Train.

No. 15 Coy. Western Div. R.G.A. (to England).

No. 15 Coy. Southern Div. R.G.A.

Siege Train Bullock Establishment (at Hongkong).

16th Bengal Lancers.

3rd Bombay Cavalry.

Jodhpore Lancers.

Mounted Det. Sappers and Miners.

No. 2 Comp. Bombay Sappers and Miners.

No. 4 Comp. Bengal Sappers and Miners.

Maler K/ta Sappers.

Printing Sections Madras S. and M.

Telegraph Section.

Engineer Field Parks.

7th Rajputs.

1st Sikhs.

24th Punjab Infantry.

26th " (subject to future counter instruct.)

1st Madras Pioneers.

6th Jats.

34th Pioneers.

20th Punjab Infantry.

Signalling Units.

Survey Party.

Commissionariat Supply Column and Department.

Ordnance Depot.

Field Post Offices.

Hospital Sections.

REMAINING IN N. CHINA.

Peking.

2 Cos. and Batt. R. W. Fusiliers.

Details. No. 2 Coy. S. Div. R. G. A.

B/15 British Field Hosp.

Tientsin and Shanhaiwan.

Headquarters Command and Staff.

Director Railway and Staff.

Nos. 3, 4, and 5 Sec. 1 Pr. Vic. Maxim, R.A.

2 Cos. and Batt. R. W. Fusiliers.

14th Sikhs.

31st Madras Infantry.

1st, 4th Gurkha Rifles.

Hongkong Regiment.

Signalling Units.

Printing Sections Bombay S. and M.

Telegraph Sec. Bengal S. and M.

Supply and Column Dept.

Field Post Offices.

4 Hosp. Sections.

Shanghai.

Command and Staff.

1 Sec. 1 Pr. Vic. Maxims, R.A.

2nd Rajputs.

30th Bombay Infantry.

Supply Depots, etc., etc.

In the opinion of many Chinese, as I think I have mentioned before, this is not a sufficient force to leave, even when the contributions of other Powers are thrown in. Many think at least 10,000 will be required to keep the lines of communication in order. It is a big question, and I guess the authorities will have to buy their experience.

The Chinese military authorities are gradually taking over outlying posts and it will be interesting to see what they make of them and to what extent they are successful in putting down the increasing brigandage. Gen. Li Hsiang-shan and Gen. Li Hsiang-shan are here and gone, looking to see Li Hsiang-shan, and presumably discuss with him his plans for the pacification of the country.

PIRACY ON A RIVER STEAMER ON THE YANGTSE.

The *Mercury* of the 2nd instant gives the following account of the occurrence:—

The last voyage up-River of the McBain steamer *Cores de Vries*, Captain Rea, will in future rank as one of the memorable in history of that staunch old vessel. Some time before the steamer reached Hankow it was discovered that a gang of river pirates was on board preparing to raid the ship at the first favourable opportunity. Some of them had embarked as ordinary passengers at Kluikiang and others had come aboard in the same manner at Wusueh. No noise was made about the discovery of the pirates' presence, but the Captain passed the word round quietly among his officers and crew to be ready for eventualities, and what preparations were possible were made to give the freebooters a warm reception when they disclosed their real character. Early in the morning following the discovery, the second engineer, a Cantonese, whose watch it was, became aware that several men were prowling about the ship in a suspicious manner, and gradually assembling around a box below one of the masts, which was subsequently found to contain a considerable sum of money in dollars. Ultimately, thinking themselves unobserved, the men laid hold of the box and proceeded to drag it away, whereupon the engineer raised the alarm and rushed to the robbers. They lost no time in attacking him, and finding himself helpless without weapons against so many, the plucky engineer was forced to take refuge in the engine-room, whither the pirates at once pursued him. On a platform in the engine-room a large knife was providentially lying, which the engineer laid hold of and thus armed turned on his pursuers. He met their rush boldly and steadily, stabbing the foremost of his assailants four times in the body and then thrusting the blade of the knife right through the thigh of the second man. By this time the captain and officers, aroused by the second engineer's alarm, had come thronging to the engine-room, upon which the pirates gave up and fled. The man who could get away made haste to transfer himself to other parts of the ship, whence it appears most of them afterwards succeeded in escaping altogether. One of the wounded pirates was captured in the engine-room and compelled by means of threats to accompany the captain in a search for others of the gang. Only one, however, was visible even after the most diligent overhaul, and him the first prisoner pointed out. He was at once seized and the two ruffians were handcuffed together and fastened to an anchor until the vessel arrived at the next passenger station. Here there was a renewal of the excitement on-board owing to the escape of the unwounded prisoner. He got away in a manner so daring that it challenged the unwilling admiration of everyone on board the steamer. He appears to have been the leader of the gang and was evidently an adept at all the tricks and dodges practised by thieves and pirates in the pursuit of their calling; for he contrived to slip his cuffs in the cleverest manner imaginable, after which he found no difficulty in freeing himself from the lashings which bound him to the anchor. Being thus at liberty he seized a favourable opportunity when no one was watching him, started to his feet, rushed after and jumping over the rail into the river, swam ashore and escaped. The steamer shortly after proceeded on her way. She had gone but a little distance when the remaining prisoner pointed out two other men among the passengers and accused them of being members of the piratical gang. They were at once secured and when the vessel arrived at Hankow all three were handed over to the British Consul, Mr. Pelham Warren. It transpired on enquiry that two of the prisoners were well-known old thieves and that one of them had been sentenced at Hankow a short time before to several years imprisonment. Through the connivance of a bribed jailer, however, the man had escaped after serving only a short term. The Consul had the prisoners taken to the Municipal jail and they were still there when the *Cores de Vries* left to return to Shanghai. It is Mr. Warren's intention to make the Tao-tai give guarantees that these men will serve out their sentences and be punished in addition for their most recent offence. When the *Cores de Vries* came down to Shanghai the plucky second engineer was rewarded by Mr. McBain with the gift of a sum of money and warmly complimented on the gallant part he had played in the skirmish with the pirates.

NOT A D A.

CALENDAR.

JULY.

Meteorological means based on fifteen years' observations to 1896.

Barometer.....29.738

Thermometer.....81.6

Humidity.....83.0

Rainfall.....14.210

TO-DAY.

WEATHER REPORT.

On date at On date at

Barometer.....29.79 29.75

Temperature.....81 85

Humidity.....85 73

Rainfall.....0.13

TO-DAY.

Monday, 8th July, 1901.

Chinese—23rd of 5th moon of 27th year of Kwang-su.

Sun—Rises.....5hr. 23min.

Sets.....6hr. 40min.

High water—Morning.....1hr. 39min.

Afternoon.....6hr. 30min.

Low water—Morning.....6hr. 30min.

Afternoon.....7hr. 45min.

ANNIVERSARIES.

1836—Rt. Hon. Joseph Chamberlain, M.P., born.

1846—Canton factories attacked by Chinese.

1848—Attempted poisoning by Chinese of Hongkong of 25 men of the R. Artillery.

1850—Death of the Duke of Cambridge.

1896—Floods in Japan; 3,000 houses destroyed.

1899—Fire at Arai Willigota prefecture Japan 170,000 yen damage.

TO-MORROW.

Tuesday, 9th July, 1901.

Chinese—24th of 5th moon of 27th year of Kwang-su.

Sun—Rises.....5hr. 23min.

Sets.....6hr. 40min.

High water—Morning.....1hr. 39min.

Afternoon.....6hr. 30min.

Low water—Morning.....6hr. 30min.

Afternoon.....7hr. 45min.

ANNIVERSARIES.

1636—First Dutch Embassy arrived at Tientsin.

1797—Edmund Burke died.

1872—Incendiary fire on the ship *Benefactor* in Hongkong harbour.

1888—Eruption of Mayon volcano, Philippines; much damage.

1896—Escape of Chinese convicts from Monte Fort, Macao.

1897—Mr. D. K. Sliman, of Hongkong drowned at Ma'su, Swatow.

1898—Edict ordering the introduction of foreign drills into the Chinese army.

1899—Volta Exhibition destroyed by fire at Como.

1900—Terrible Massacres at Moukden.

AGENDA.

TO-DAY.

Cargo ex *Acilia* subject to rent.

9 p.m.—Open-air concert at the Parade Ground, Headquarters, by the H.K. V. C.

TO-MORROW.

C. N. Co.'s steamer *Woosung* leaves for Shanghai.

C. N. Co.'s steamer *Kashing* leaves for Manila.

C. M. Co.'s steamer *Perla* leaves for Manila.

SHIPPING CAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information:—

July 1st.

Captain Merlees, formerly of the *Hoilow*, has been appointed captain of the *Hanoi*.

Captain Merlees, jun., formerly captain of the

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WAKASA MARU..... J. B. McMillan.....	MARSEILLES, LONDON & ANT- WERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.....	FRIDAY, 12th July, at Daylight.
HIROSHIMA MARU..... T. Mural.....	MOJI, KOBE and YOKOHAMA.....	TUESDAY, 16th July, at Noon.
BINGO MARU..... F. Davies.....	KOBE and YOKOHAMA.....	FRIDAY, 19th July, at Daylight.
KAGOSHIMA MARU..... K. Kori.....	BOMBAY, via SINGAPORE, and COLOMBO.....	FRIDAY, 19th July, at Noon.
KASUGA MARU..... H. Fraser.....	NAGASAKI, KOBE and YOKO- HAMA.....	FRIDAY, 19th July, at Noon.
YAWATA MARU..... A. E. Moses.....	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.....	FRIDAY, 26th July, at 4 P.M.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th June, 1901.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 30th July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 24th Aug., at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 17th Sept., at Noon.

THE Twin Screw Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 30th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the U.S. Navy, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 4th July 1901.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

Agents for and in connection with THE OREGON RAILROAD AND NAVIGATION COMPANY, Operating the New First-class Steamships "INDRAPURA," "INDRAPURA," "KNIGHT COMPANION," between HONGKONG and PORTLAND (OR.), calling at SHANGHAI, NAGASAKI, MOJI, KOBE, and YOKOHAMA.

THE Steamship

"INDRAPURA," will be despatched for PORTLAND (OR.) on FRIDAY, the 12th instant.

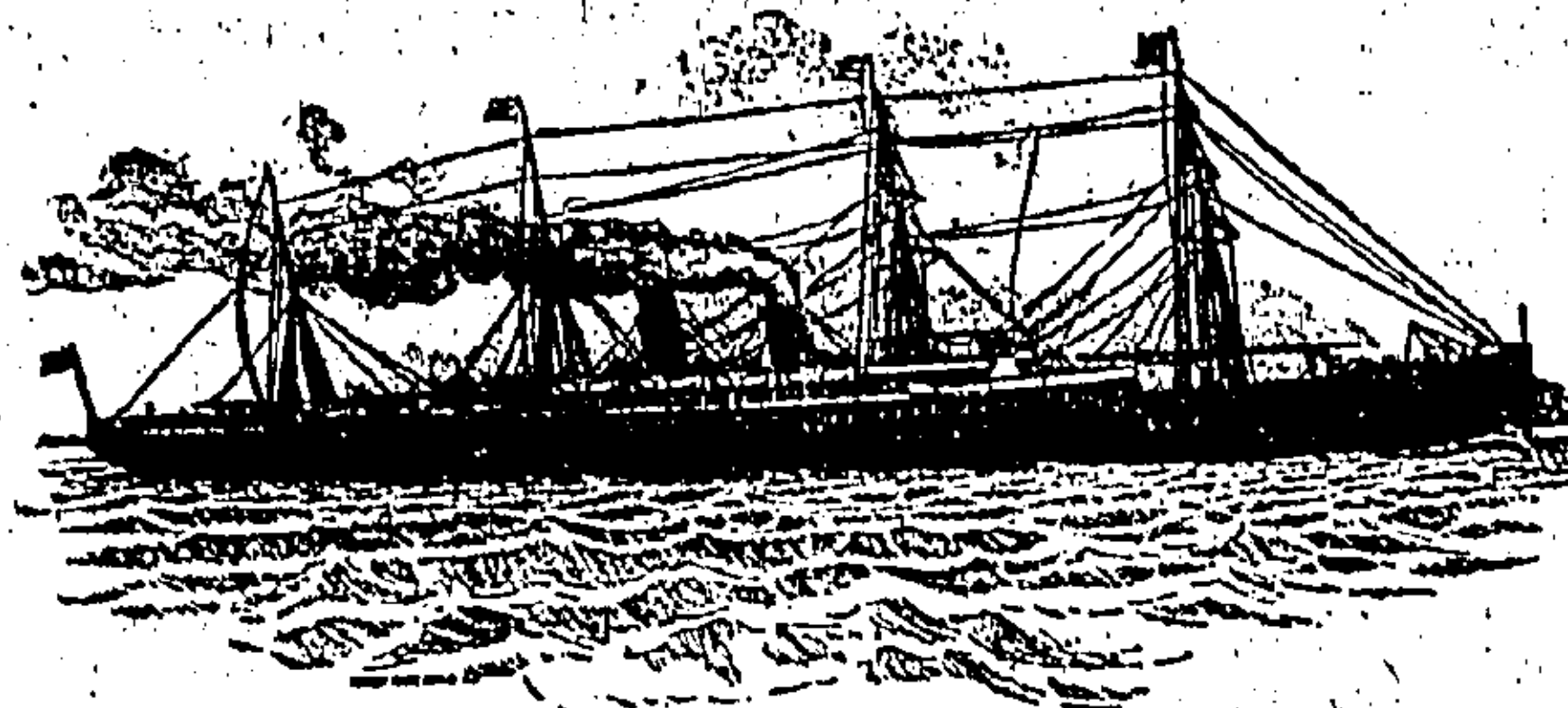
Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports.

For through Rates of Freight and further Information communicate with or apply to ALLAN CAMERON, General Agent, or to SHEWAN, TOMES & CO., Agents.

Hongkong, 2nd July, 1901.

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GABLIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 6th August, at Noon.
"DORIC"	THURSDAY, 15th August, at Noon.
"PERU"	SATURDAY, 31st August, at Noon.
"COPTIC"	TUESDAY, 10th September, at Noon.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 13th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

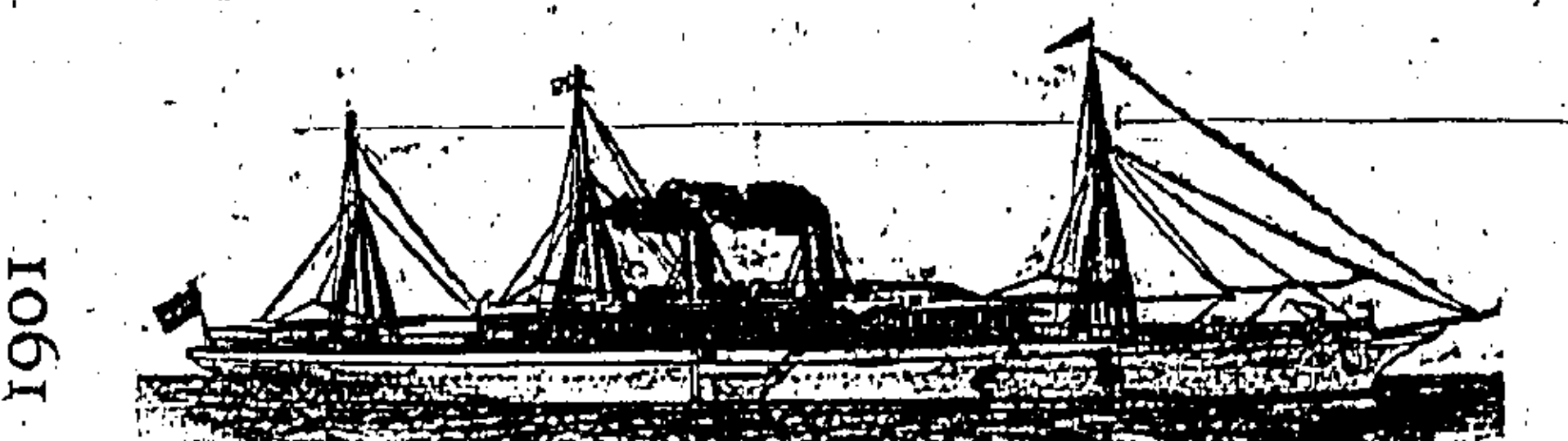
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY,
Acting Agent.

Hongkong, 27th June, 1901.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 17th July.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 7th August.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

"SPECIAL RATES" (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services; and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 26th June, 1901.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SAMBIA..... Schmidt.....	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and COLOMBO).	12th July. } Freight.
WUERZBURG..... Schuerder.....	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG).	26th July. } Freight.
ACILIA..... v. Dohren.....	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO).	9th August. } Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Building.

Hongkong, 13th June, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI.....	"WOOSUNG".....	9th July.
MANILA.....	"KASHING".....	9th July.
TIENTSIN.....	"KWEIYANG".....	10th July.
MANILA.....	"TAIWAN".....	On or about 14th July.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRIS- BANE, SYDNEY and MELBOURNE.....	"TAIWAN".....	On or about 14th July.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th July, 1901.

OCEAN STEAMSHIP COMPANY.
OUTWARDS.

FROM	STEAMERS.	TO SAIL.
GLASGOW and LIVERPOOL.....	"PATROCLUS".....	10th July.
"	"STENTOR".....	23rd July.
"	"IDOMENEUS".....	7th August.

HOMEWARDS.

FOR	STEAMERS.	TO SAIL.
LONDON.....	"PROMETHEUS".....	12th July.
"	"ALCINOUS".....	23rd July.
"	"DEUCALION".....	6th August.
"	"PELEUS".....	20th August.
"	"STENTOR".....	3rd September.
LIVERPOOL (DIRECT).....	"GLAUCUS".....	18th July.
(Taking Cargo at LONDON RATES.)	"PATROCLUS".....	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents, O. S. S. Co.

Hongkong, 6th July, 1901.

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"PERLA,"

Captain G. T. Blackland, will be despatched as above TO MORROV, the 9th instant, at 5 P.M. The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.

Hongkong, 5th July, 1901.

THE OSAKA SHOEN KAISHA,
LIMITED.

FOR ANPING VIA SWATOW AND AMOY.

THE Company's Steamship

"MAIZURU MARU,"

Captain K. Suzuki, will be despatched as above FOR ANPING, on WEDNESDAY, the 10th July.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 29th June, 1901.

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"STUTTGART,"

of the NORDDEUTSCHER LLOYD.

Captain P. Grosch, due here with the out-ward German Mail about WEDNESDAY, the 10th instant, will leave for the above Places about 24 hours after arrival.

For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 5th July, 1901.

UNITED STATES AND CHINA-JAPAN
STEAMSHIP LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"INDRANI,"

will be despatched as above on or about the 10th July.

For Freight, apply to JARDINE, MATHESON & Co., Agents.

Hongkong, 14th June, 1901.

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME and TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MARIA VALERIE,"

Captain Berberovich, will be despatched as above on WEDNESDAY, the 17th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For Information as to Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 1st July, 1901.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on WEDNESDAY, the 24th July, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.Z.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 29th June, 1901.

"GLEN" LINE OF STEAMERS.

FOR LONDON & ANTWERP.

THE Company's Steamship

"GLENESK,"

Captain J. Rafferty will be despatched for the above Ports, on THURSDAY, the 11th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 18th June, 1901.

THE OSAKA SHOEN KAISHA,
LIMITED.

FOR FOCHOV VIA SWATOW AND AMOY.

THE Company's Steamship

"ANPING MARU,"

Captain S. Atsumi, will be despatched for the above Port, on WEDNESDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd July, 1901.

TO IMPORTERS FROM THE UNITED
STATES.THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED,

having established a REGULAR SERVICE OF STEAMERS from SEATTLE (Puget Sound) to JAPAN, CHINA and the PHILIPPINES, in conjunction with the GREAT NORTHERN RAILWAY LINES of the United States, are prepared to contract for the conveyance of Goods from the Pacific Coast and interior points of U.S.A. to the Orient.

THE Steamship

"KINTUCK,"

Sails from Seattle about the 10th of July;

"CHINGWO,"

Sails from Seattle about the 24th of July;

"HYSON,"

Sails from Seattle about the 10th of August;

"KAISOW,"

Sails from Seattle about the 24th of August; and will be followed by the Company's regular sailings.

For further particulars, apply to THE CHINA MUTUAL STEAM NAVI-
GATION CO.'S OFFICES, NEW YORK;

To the Agents of the Company at Japan, China, Hongkong, Philippines and Straits;

FRANK WATERHOUSE & CO., General Western Agents, SEATTLE; or to GEO. SUTHERLAND, General Agent for the East, SHANGHAI.

JARDINE, MATHESON & Co., Agents.

Hongkong, 29th June, 1901.

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE

TO VICTORIA (B.C.) AND SEATTLE,

Calling also at TACOMA and carrying Cargo on through Bills of Lading to New York and other points of the United States in connection with the GREAT NORTHERN RAILWAY CO.'S LINES.

THE Steamship

"KAISOW,"

Tons 3,920. Commander G. A. Rodway, is due here on 6th July, and will have quick despatch.

For Rates of Freight and further Particulars, apply to

JARDINE, MATHESON & Co., Agents.

Consular Invoices must accompany all Overland Shipments.

Hongkong, 27th June, 1901.

SAILING VESSEL.

FOR NEW YORK.

THE 3/3 A. I. I. American ship

"I. F. CHAPMAN"

shortly expected here from KONG, will load for the above Port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBERG & Co., Agents.

Hongkong, 2nd July, 1901.

JUST OPENED.

THE HOSHI ASSASSINATION CASE.

The *Kobe Herald* of the 27th ult., says:—Mikashi Fude, concubine of Iba Sotaro, was heard as a witness in the Hoshi assassination case by Judges Nakagawa and Satomi at the Preliminary Court of the Tokio Chihō Saibansho yesterday afternoon.

Sato Toyochi, proprietor of a bath-house at a hot spring in Shimo Shibuya, Toyotamagori, where the assassin spent some days before setting out upon his horrible mission, was also summoned before the Court yesterday.

Baron Kusumoto Masataka and Mr. Shimada Saburo have received various letters threatening their lives, alleging that they were the instigators of Iba, who murdered Mr. Hoshi. The police authorities have told off special guards to prevent any would-be assassins from carrying out their designs. The Komin Association of Nihonbashi ka commenced to send provisions to Iba yesterday. It is also reported that some parties are collecting subscriptions for the family of Iba Sotaro.

THE HANOI EXHIBITION OF 1902.

The coming Exhibition of Hanoi will comprise three principal divisions for exhibitors.

(1) France and her Colonies
(2) French Indo-China
(3) The Countries of the Extreme Orient

These will be again sub-divided, and the various objects will be classified into groups, viz:—

(a) Group:—Archæology, Ethnography, Science, Fine Arts and Literature.

(b) Group:—Agriculture, Commerce, Industry, Mineralogy and Metallurgy.

(c) Civil Engineering, Public Works, Mechanics, Electricity and Means of Transport.

Geographical order will be observed giving each country a distinct place, and every facility will be given so as to have a grand display in the same line of materials from each country, exposed in order for comparison. As, for example, agricultural products, objects of industry, trade and handicrafts, of the different countries exposed side by side in regular order.

According to the general plan adopted, the Exhibition will be divided into two parts. In the Central Palace which is intended for the Museum of Tonkin, secondly: In the Galleries and Pavilions which are situated on the right and left of the Central Palace. Thirdly: The vacant places on which special pavilions will be erected according to the requirements of the occasion.

The general plan being adopted and completed, the Commissaire General proposes to set apart the Central Palace specially for the exhibits of the first group, and the galleries of the left and right for the Second and third groups.

Of course many exceptions will have to be made according as it is found necessary in the course of events. All classes of precious stones, and other valuable objects will be exposed within the Central Palace. Every precaution will be taken so as to have the exhibits placed in Geographical order, so as to avoid the mixing or confusing of the various products from the countries represented, in order that visitors may be able to see and compare them at leisure. Great activity prevails in the town of Hanoi at present, and the work is being pushed ahead very satisfactorily and rapidly.

TOO MUCH S. P. C. A.

It would appear, says the *Ranby Gazette* of the 15th ult., that the carters who struck work in Calcutta on Saturday have a very genuine grievance. Without discussing the truth or otherwise of their allegations that police underlings extort money from them on the smallest pretext, it seems that the provisions of the Cruelty to Animals Act are far too rigorously observed in Calcutta. For working animals with sores on their necks or flanks, carters are fined as much as twenty rupees, representing the earnings of a month, while they have to pay four annas a day for keep of each animal while it is being treated at the Veterinary Hospital. We have no desire to extenuate the cruelty, but it ought to be remembered that the men belong to a class which cannot appreciate the finer sentiments of civilization. The fines levied on them ought to bear some proportion to the circumstances. Surely it would be sufficient to punish the men, except in instances of very gross cruelty, with fines of a few annas at a time, just sufficient to let them realise that they are committing an offence. As it is, apart from the opportunities afforded to official subordinates for extorting bribes, the carters believe that they are the victims of a brutal and capricious Government, seeking for excuses to deprive them of their hard-earned money. Not only carters but rickshaw drivers, who struck the other day, suffer in the same way. And the extraordinary fact is that, in spite of the exertions of the S.P.C.A. Agents and the Police, nowhere in India will there be found more miserable cattle and horses than are to be seen in Calcutta. On the other hand how can we expect carters and drivers to keep their animals in good condition, when the money that might have been spent in feeding them has to be paid away in fines and, as the men assert, to greedy "parawallahs."

THE CHINA COASTING TRADE.

Glasgow correspondents make the following inquiry:—

May 28th, 1901.

Sir,—Can you explain how it is that foreign tonnage is so predominant in the "tramp" China coasting trade? I enclose a recent Hongkong fixture list, from which you will see that out of 22 steamers only two are British.

Yours, etc.,

ENQUIRER.

The coasting trade of China, which is mainly between Saigon and Hongkong, has for some years been carried on nearly entirely by German vessels, several of which have been built specially for the trade. They are able in competition to accept, if necessary, lower freights than British vessels can afford to take, first, because German sailors receive less wages than the seamen on board British vessels; secondly, because German vessels are insured more cheaply in the German and other Continental markets than British vessels are with British underwriters; and thirdly, because German vessels are not subject to any load-line and are therefore able to load more deeply than British vessels. Where British vessels have been taken up by the charterers in the trade, the crews have in some instances caused trouble by complaining that the ports have been loaded too deeply. Charterers have taken note of this, and have come to prefer German tonnage, in connection with which no such troubles (leading often to detention and inconvenience) arise.—*Fairplay*.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Atkinson, Miss Agathe, G.
Allan, Mrs. W. J.
Andrew, Miss Anderson, Mrs.
Arnold, Miss Anderson, O. M.
Atherton, Miss Barton, J. H.
Barton, A. L. E.
Bisson, W. T.
Burroughs, Miss C.
Byrd, Mrs. J.
Bowrou, J. E.
Burden, A.
Burke, Miss Bennett, E. F.
Beylton, P.
Bical, C. B.
Bales, H.
Budge, Miss A. C.
Bishop, W. C.
Bailey, E.
Brattain, R. R.
Bennard, Madame
Bernardo, Mr. M.
Bradley, Mrs. H. V.
Cartledge, J.
Cowie, E. H.
Craig, J.
Carrington, J. C.
Carroll, A.
Cruz, B. H. F.
Cary, W. H. F.
Caffrey, J.
Carroll, P.
Carleton, Miss Colley, J. H.
Cameron, Misses F. & R.
Clyde, Miss Callicoteau, M.
Comrie, J.
Calcott, Miss N.
Dunbar, T. E.
Dean, W. P.
Dean, F.
Duncan, D.
Dingeldin, A.
Dewar, C. L.
Derry, J. G.
Emery, Prof. F. E.
Esposito, E.
Foot, Capt. F.
Forest, Miss A.
Fernandes, C.
Field, H. C.
Forster, Dr.
Fernald, F. L.
Flores, Dr. F. G.
Griffin, C.
Grand, H.
Godwin, Mrs. Grainger, E.
Gegg, Mr. C. H. W.
Godeaux, Mrs. J.
Grant, P. J.
Hallard, F. J.
Hay, Rev. S. E.
Hark, G.
Hall, S. B.
Henderson, W. H.
Heaney, Mrs. Hakata, C.
Harper, A. H.
Hughes, E.
Hing, C.
Hill Depot
Hughes, Mrs. H.
Hawes, C. H.
Hall, E. S. A.
Heal, H. B.
Handid
Irwin, C. W.
Juma, Mrs. Johnson, R.
Jansson, A.
Johnson, Hon. H. C. B.
Jones, Dr.
Judah, J. S.
Jackson, J. G.
Kirk, Dr. R.
King, G. G.
Kirk, A. R.
Kover, Mrs. O. W.
Kickenbeck, R. E. E.
Kennedy, H. E.
Laglaize, L.
Lohar, A.
Larkin, A.
Leon, C. de
Lebrun, H.
Lee, Miss D.
Lockhart, Mrs. C.
Lortet, P.
Lang, R. R.
Lanckester, B.
La Dow
Lang, A. W.
Meyer, J. D.

List of Registered Covers in Poste Restante.

Ahmed Ugen, I.P.C. 583
Brandt, P.
Blank, Miss A., Arrandale, Southport (1)
Returned.
Bata Singh
Boya and Co., Supt.
Brewery.
Brimble, Capt. A.
Bortolo, B.
Bobal Singh
Beverly Bonifacio
Brow, B.
Bakht Khan
Basran, A. K. A.
Chunda Singh, I.P.C. 585
Clarke, J.
Crane, E. H.
Crane, M. H.
Calto, J. T.
Damerell, A. G.
Delhi, N. M. Khan
Dean Singh, I.P.C. 547
Fox, F. (2)
Fatalema (Bombay)
Felicie, Blaz
Foussane, A.
Ferreira, P. K. P.
Falsis, G. (Singapore).
Freidman, R.
Fortesquien, H.
Gahor Khan, I.P.C. 616
Gowal Singh, I.P.C. 807
Garcia, R.
Gulab Khan, I.P.C. 509
Gunga Singh
Glick, M.
Gomes, J. G.
Hand, J. (Manila), To Constancia Hand, Yic Eng School, Hongkong.
Hasham Ali, I.P.C. 667
Hilton, St. John.
Harar Khan, I.P.C. 616
Hess, Miss O.
Hodge, Ed. G., Port Land (Maline), Returned.

Hakan Singh, I.P.C. 602
Hall, J. L.
Hall, Capt. F. (2)
Hoashi, S.
Haynes, J.
Herman Singh (Singapore)
Hall & Co., F. W. (2)
Harris, W.
Hamlin, Mrs. G.
Holecek, Mrs. R.
Imanichi, S.
Johnson, C. E.
Jeevan Singh, I.P.C. 664
Koch, Carl

List of Registered Covers for Merchant Ships.

S.S. *Asson*.....G. Nazinovich.
Atlas.....M. Richardson.
H.M.S. *Barfleur*.....G. Groves.
S.S. *Changsha*.....Capt. Moore.
China.....Mr. Cooper.
Deucalion.....M. J. Garbutt.
Dragoman.....J. W. Holland.
Ellie Norrach.....J. J. McCarthy.
Emmu Luyken.....Capt. Wallis.
Haiting.....R. Olsen.
Haiting.....A. E. Histon.
Ision.....C. Sanderson.
Manuel Laguna.....E. Nielsen.
Auto.....J. P. Walker.
Phra C. C. K.....Mr. Shepherd.
President.....R. B. Munro.
Radley.....John Mann.
U.S.S. *Relief*.....Chas. McFeely.
Relief.....J. H. Miller.
Relief.....P. Schneider.
S.S. *Reva*.....C. Cantonianni.
Saint Jerome.....Capt. A. Jones.
Shantung.....Capt. Qubail.
Shantung.....Miles.
St. Dunston.....J. Kynock.
Tsinan.....Capt. Anderson.
Ula.....R. O. Lloed. (2)

List of unclaimed Telegrams lying in the Joint Telegraph Companies Offices at Hongkong.

Amos, Mendel.
Beckerheim, Nijewoo Chiong.
Bradley, Pimman.
Bruff Comedy.
Butler Duncan Pittail.
Cheehosiang, Sham.
Cheong Seng Loong, Steamer Wineland.
Chingtai (3 telegrams), Takmakoff.
Chunghangchang, Tih.
Dredge, Toksham.
Honjoo, Wattanabe, Messagerie.
John Wheeler, Yebisumoto.
Kathing, Yuenhoptail.
Kocle, Yuenmow.
Konghinin, 5235, 3265, 3964, 2875.
Kongyuenheng, 1311, 2950 (Wingon).
Kongyuenheng, Tai, West Point.
(Two Telegrams), 5502, 7127 (Manloong).
Khongsingloong, 2685, 5288 (Wing Kee).
Lahnyuen, (Two Telegrams), 5435.
Lelle Werthman, 3438, 4713, 5002 (Kan).
Lichunshang, Hok Chau.
Matthew, Joseph, Tor-0903 Yuenhoptail.
peda Depot.

Entimations.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AILMENTS.
ANNUAL SALE SIX MILLION BOXES.
10 Cents per Box.

Prepared only by the Proprietor:—
THOMAS BEECHAM, St. Helens, England.

SOLE AGENTS FOR HONGKONG and the
EMPIRE OF CHINA:—
WATKINS, LIMITED,
APOTHECARIES' HALL, 66, Queen's Road
Central, Hongkong. (44)

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.
PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTIEN'S GENUINE
H COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM,
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

REASONABLE PRICES.
Hongkong, 14th May, 1896. (38)

For Nervous Exhaustion

CHAPOTEAUT'S
Phosphoglycerate
OF LIME

The modern restoration of the nervous system. For hysteria, neurasthenia, and all nervous diseases, and is especially adapted for the treatment of nervous origin and nature. It is readily assimilated and produces Vigor.

PHOSPHOGLYCERATE SYRUP (CHAPOTEAUT)
PHOSPHOGLYCERATE WINE (CHAPOTEAUT)
PHOSPHOGLYCERATE CAPSULES (CHAPOTEAUT)

At the Victoria, PANG-THAN

Entimations.

FR. BLUNCK,
SILK LACE MANUFACTURER
AND
EMBROIDERER.
17, QUEEN'S ROAD, HONGKONG.
MANUFACTURER AND RETAILER.
Hongkong, 5th July, 1901. (715c)

CLUB WHISKY
has reached the front rank because it is the best value on the market.

\$12 PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD. (720)

W. H. POTTS & Co.,
3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR
MERCHANTS.
DIRECT IMPORTERS:
ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

PETER SYS' WONDERFUL SPECIFIC.
THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION
of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1898. (721)

WANTED AN OVERSEER.
Apply by letter to
THE SECRETARY,
THE HONGKONG LAND INVESTMENT AND AGENCY CO., LIMITED.
Hongkong, 24th June, 1901. (662c)

WANTED.
A POST AS BOOKKEEPER by a Competent Man.
Apply to
"T"
C/o This Office.
A SURVEYOR seeks Employment.
Apply to
"U."
C/o This Office,
Hongkong, 4th July, 1901.

NOTICE.
TENDERS are hereby called for the
ERECTION OF BRICK SHOPS at
JESSELTON for the NORTH BORNEO GOVERNMENT. Particulars of which may be seen at the
OFFICE of
Messrs. GIBB, LIVINGSTON & CO., Agents.
Hongkong, 13th February, 1901. (206c)

THE BRITISH NORTH BORNEO CO.
APPLICATIONS are invited for the
POSITION OF SUPERINTENDENT of
PUBLIC WORKS AND GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO., Agents.
Hongkong, 26th January, 1901. (124c)

THE ROBINSON
PIANO CO., LIMITED.
BEST VALUABLE
PIANOS.
MONTHLY PAYMENT
SYSTEM.
TUNING. REPAIRS.
Our Speciality.
INSTRUMENTS.
STRINGS.
MUSIC.
Grand stock, reduced to clear.
Hongkong, 28th May, 1901. (571c)

DROZ & Co.,
WATCH MANUFACTURERS,
STREAM FACTORY ESTABLISHED 1864.
ST. IMIER, SWITZERLAND.
SPECIALITIES:
LEVER WATCH & CHRONOMETERS.
TRADE MARKS:
MAXIM, BERNA, &c.
REPAIRS OF WATCHES AND CLOCKS
by competent European experts at
Moderate Rate.
No. 10, QUEEN'S ROAD CENTRAL.
Hongkong, 15th May, 1901. (526c)

A. LING & Co.,
FURNITURE STORE.
(Next Door to Messrs. WATKINS & Co.)
QUEEN'S ROAD CENTRAL.
Speciality:
FOOCHOW LACQUER WARE.
Hongkong, 18th June, 1901. (642c)

For Sale.
FOR SALE.
THE German Steamer
"MUENCHEN."
4,536 tons gross, 2,855 tons nett,
as she now lies in the COSMOPOLITAN DOCK
at Kowloon, Hongkong, in damaged condition,
with all her gear, tackle, engines, boilers,
machinery and appurtenances now on board.
For Particulars and Inspecting Order, apply to
MELCHERS & CO.,
Agents,
NORDDEUTSCHER LLOYD.
Hongkong, 28th June, 1901. (679c)

FOR SALE, CHEAP.
A COTTAGE PIANO by BORD, of PARIS,
Three years old, in Excellent Condition.
For Price, &c., apply to
THE ROBINSON PIANO CO.
Hongkong, 27th May, 1901. (595c)

Consignees.
"INDRA" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "PURITAN."
CONSIGNEES of Cargo *ex s.s. "PURITAN"*
from New York are hereby notified that
their Cargo transhipped at Singapore into the
s.s. "ACILIA" has now arrived and is being
landed and placed at their risk in the Hong-
kong and Kowloon Wharf and Godown Co.'s
Godowns at Kowloon.
Consignees are requested to immediately
send in to the Undersigned Original Bills of
Lading in exchange for which they will receive
local Bills of Lading on which delivery can be
obtained.
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 2nd July, 1901. (702c)

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co's Steamship
"BENGAL,"
FROM BOMBAY, COLOMBO AND
STRAITS.
Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
Goods are landed.
This vessel brings on Cargo:—
From London, &c., *ex s.s. Britannia*.
From Persian Gulf, *ex B. S. N. and B. P.*
S. N. Co's Steamers.
Optional Goods will be landed here unless
instructions are given to the contrary before
5 P.M., TO-DAY.
Goods not cleared by the 11th instant, at 4
P.M. will be subject to rent.
No Fire Insurance will be effected by me in
any case whatever.
All damaged Packages must be left in the
Godowns and a certificate of the damage
obtained from the Godown Company within ten
days after the Vessel's arrival here, after which
no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 4th July, 1901. (5)

NOTICE TO CONSIGNEES.
STEAMSHIP "OLYMPIA,"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature and to
take immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
DODWELL & Co., LIMITED,
Agents.
Hongkong, 6th July, 1901. (4)

NOTICE.
CONSIGNEES OF CARGO per Steamship
"CITY OF PEKING."
The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in their
Bills of Lading for countersignature, and to
take immediate delivery of their Goods from
alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
GEORGE ECKLEY,
Acting Agent.
Hongkong, 6th July, 1901. (1)

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship
"KAISOW,"
having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in
the Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.
Goods not cleared by the 13th instant, at
10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 6th July, 1901. (713c)

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWEL-
ERS AND WATCHMAKERS.
EASTMAN'S
KODAKS AND FILMS.
Sole Agents for CLEMENT'S WHEELS.
Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the BEST.
40, QUEEN'S ROAD,
Watson's Building.

The Share Market.

LATEST QUOTATIONS.

(July 8th).

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation.	\$125	397 1/2 premium
The Bank of China & Japan, Limited.	£ 5	Nominal
The Bank of China & Japan, Limited.	£ 4	£1
The Bank of China & Japan, Limited.	£ 1	£5 buyers
National Bank of China, Ltd.	£ 8	\$27 buyers
Chong Ching Co., Ltd.	£ 1	\$15 sellers
Marine Insurance.		
Union Ins. Society of Canton, Ltd.	\$ 50	\$340
China Traders' Ins. Co., Ltd.	\$ 25	\$60 sellers
North China Ins. Co., Ltd.	£ 25	Tls. 180
Yangtze Ins. Assoc. Co., Ltd.	\$ 60	\$120
Canton Ins. Office, Ltd.	\$ 50	\$180 sellers
Straits Ins. Co., Ltd.	\$ 30	\$1
Fire Insurance.		
Hongkong Fire Ins. Co., Ltd.	\$ 50	\$350 sellers
China Fire Ins. Co., Ltd.	\$ 30	\$85 buyers
Shipping.		
Hongkong, Canton, & Macao Steamship Co., Ltd.	\$ 15	\$35 sales
Indo-China Steam Navigation Co., Ltd.	£ 10	\$52 buyers
China & Manila S.S. Co., Ltd.	\$ 40	\$52 buyers
Douglas Steamship Co., Ltd.	\$ 50	\$52 buyers
China Mutual S.S. Co., Ltd.	£ 10	£12 buyers
China Mutual S.S. Co., Ltd.	£ 10	£12 buyers
China Mutual S.S. Co., Ltd.	£ 5	£7 buyers
Star Ferry Co., Ltd.	\$ 25	\$23 buyers
Refineries.		
China Sugar Refining Co., Ltd.	\$100	\$144 sellers
Luxon Sugar Refining Co., Ltd.	\$100	\$36
Mining.		
Puioin Mining Co., Ltd.	\$ 9	\$54 buyers
Puioin Mining Preference Shares	\$ 1	\$1.20
Société Française des Charbonnages du Tonkin	£ 250	\$325
Queen Mines, Ltd.	25 cts.	5 cents sales
Jebeba Mining and Trading Co., Ltd.	\$ 5	\$42 sellers
Raub Altan Gold Mining Co., Ltd.	\$ 100	\$102 buyers
Oliver & Co., Ltd.	\$ 5	\$1
Oliver & Co., Ltd.	\$ 5	\$1
Oliver & Co., Ltd.	\$ 5	\$1
Docks, Wharves and Godowns.		
Hongkong & Wharves Dock Co., Ltd.	\$ 50	\$305 buyers
Hongkong & Wharves Dock Co., Ltd.	\$ 50	\$104 sellers
Wharves and Godowns Co., Ltd.	\$ 37 1/2	nominal
New Amoy Dock Co., Ltd.	\$ 64	\$22 buyers
Buildings.		
China Provident Loan & Mortgage Co., Ltd.	\$ 10	\$9.85
Hongkong Land Investment & Agency Co., Ltd.	\$100	\$201 buyers
Keowoon Land and Building Co., Ltd.	\$ 50	\$30 sales
West Point Building Co., Ltd.	\$ 50	\$34
Hongkong Hotel Co., Ltd.	\$ 50	\$130 sales
Orlando Hotel Co., Ltd.	\$ 50	\$80 sellers
Humphrey's Estate & Finance Co., Ltd.	\$ 10	\$13 sellers
Mills.		
Hongkong Cotton Spinning & Weaving Co., Ltd.	\$100	\$10 buyers
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 30 sellers
International Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 40
Laou-kung-ung Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Tls. 30 buyers
Soy Chee Cotton Spinning Co., Ltd.	Tls. 100	Tls. 300 sellers
Yahloong Cotton Spinning Co., Ltd.	Tls. 100	Tls. 25 buyers
Other Companies.		
Alhambra, Limited	\$500	\$1,500 sellers
Philippine Tobacco Trust Co., Ltd.	\$ 50	\$60 sellers
Miscellaneous.		
Green Island Cement Co., Ltd.	\$ 10	\$191 buyers
China-Borneo Co., Ltd.	\$ 15	\$38 sellers
A. S. Watson & Co., Limited	\$ 10	\$17 buyers
Watkins, Limited	\$ 10	\$9 buyers
Hongkong Electric Co., Limited	\$ 10	\$12.90 buyers
Hongkong Electric Co., Limited	\$ 5	\$64 buyers
Hongkong and China Gas Co., Ltd.	£ 10	\$140 buyers
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$175 sellers
Geo. Fenwick & Co., Ltd.	\$ 25	\$55 sellers
H'kong Ice Co., Ltd.	\$ 25	\$180 buyers
H'kong High-Level Tramways Co., Ltd.	\$100	\$250 buyers
Dairy Farm Co., Ltd.	\$ 50	\$50 sales
Hongkong and China Bakery Co., Ltd.	\$ 50	\$50 buyers
Campbell Moore and Co., Ltd.	\$ 10	\$20 buyers
Bell's Asbestos East-Asia Agency, Ltd.	£ 1	\$1.10
United Asbestos Oriental Agency, Ltd.	\$ 4	\$114 sellers
Universal Trading Co., Ltd.	\$ 20	\$30 sales
H.K. Steam Water-boat Co., Ltd.	\$ 5	\$8 buyers
China Light & Power Co., Ltd.	\$ 20	\$20
Robinson Piano Co., Ltd.	\$ 50	\$50
Manila Investment Co., Ltd.	\$ 50	\$50 sellers

BENJAMIN, KELLY & POTTS.

Share Brokers.

Telephone 221, 118.

VISITORS TO THE HONGKONG HOTEL.

Allen, Mr. G. H.	Katsch, Mr. E. A.
Andrews, Mr. D. A.	Kiene, Mr. and Mrs. F.
Angus, Mrs.	Kiene, Mr. A.
Arnold, Mr. H.	Klein, Mr. J.
Auld, Mr. J. S.	Little, R. E., Major
Barber, Mr. E. P.	R. P.
Bell, Mr. W. S.	Long, Mr. & Mrs. D. M.
Bell, Mr. and Mrs. O. M. D.	Mackdonald, Capt. D. M.
Benjamin, Mr. David	Mackdonald, Mr. D.
Beringer, Mr. F. J. G.	Marlow, Mr. D.
Bleck, Mr. J.	Meurer, Mr. A.
Bowers, Dr. F. H.	Muller, Mr. J.
Brown, R. E., Major W. B.	Niblack, Mr. A.
Brown, Mr. J.	Otto, Mr. A.
Brown, Mr. and Mrs. P. C.	Parish, Mr. W.
Bunston, Mr.	Pascual, Mr. C.
Cameron, Mr. D. H.	Reel, Dr. L. R.
Clark, Dr. & Mrs. F.	Reich, Mr. A. H.
Clarke, Mr. W. G.	Robinson, Mr. W. R.
Cole, Mr. G. E.	Robinson, Mr. W. R.
Colson, Mr. J. S.	Schou, Mr. C. F.
Cunningham, Mr. P. A.	Sergeant, Mr. P. W.
Davis, Mrs. W. & child	Smithers, Mr. R. G.
Debench, Mr. P. C.	Stevens, Mr. H. Goyne
Devilbiss, Mr. D. M.	Taylor, Mr. D. G.
Discombe, Mr. G. M.	Thomas, Mr. Harry
Dorehill, R. A., Major	Tibbitt, Mr. H. M.
Dyson, Capt. P. S.	Valentine, Mr. G.
Fernald, Mr. and Mrs. Frank W.	Walman, Mr. G. H.
Frank, Mr. and Mrs. Frank W.	Walman, Mr. G. H.
Gibson, Mr. Kennedy	Wenyon, Mr. W. T.
Goddard, Mr. W. W.	Whitley, Mr. W. J. G.
Grant, Mr. John	Whitley, Mrs. William
Griffin, Mr. A. E.	Whitton, Mrs. M. M.
Harold, Mr. W. A.	Wild, Lieut. and Mrs. Bagnall
Howard, Mr. Thos.	Williamson, Mr. and Mrs. A. A. and child
Huke, Mr. A. N.	Williamson, Mrs. J. and child
Innes, Capt.	Woodward, Mr. T. A.
Johansen, Mr. and Mrs. Joseph, Mr. & Mrs. E. S.	Woolen, Mr. J. J.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Beattie, Mr. James	Mackie, Mr. Gordon
Benjamin, Mr. S. S.	Martin, Mr. R.
Bonnet, Mr. W. G.	Miller, Mr. and Mrs. W. C.
Boswell, Mr. F. R.	Patterson, Miss
Byrne, Mr. G. H.	Perrott, Col.
Cameron, Mr. Allan	Pitt, Mr. John R. N.
Collard, Col. A. W.	Pollock, Hon. H. E.
Crookenden, Col.	Prynn, Capt. R. A. M. C.
Dillon, Mr. F.	Prynn, Mrs.
Ezekiel, Mr. J. S.	Quintoff, Mr. M.
Ezekiel, Mr. R. M.	Rublee, Mr. W. A. (U. S. Consul of America)
Forbes, Mr. Andrew	Rublee, Mrs. W. A.
Fraser, Mr. and Mrs. H. W.	Rumsey, R. N., Hon.
Glover, Mrs.	Rumsey, R. N., Hon.
Graham, Mr. D. M.	Rumsey, R. N., Hon.
Gumpert, Mr. and Mrs. G. M.	Stearns, Mr. Edward
Harston, Dr. and Mrs. C. M.	Stokes, Mr. A. G.
Hughes, Col. G. A.	Thomson, Mr. J. S.
Jack, Mrs. W. C. and family	Tomlin, Mr. G. L.
Jeffreys, Mr. H.	Wheeler, Mr. H. B.
Jeffries, Mr. H. N.	Wheeler, Mr. H. B.
Lang, Dr. K.	Wright, Mr. W. T.
Lee, Mr. E. H.	Wright, Mr. and Mrs. H. Taylor

KOWLOON HOTEL.

Baines, Mr. F.	Lloyd, Mr. E. R.
Brandstedt, Capt.	Nobbs, Prof. A. R.
Cleasby, Mr. W. H.	Riley, Dr. and Mrs. R. W.
Davies, Mr. W.	Sater, Mr. F.
Deans, Miss R. A.	Spittles, Mr. J.
Eady, Mr. E. A.	
Laxton, Mr. R. W.	

EXCHANGE.

Hongkong, 8th July.	
ON LONDON, Telegraphic Transfer 1/11 5/16	
" Bank Bills, on demand 1/11 1/16	
" Credits, 4 months' sight 1/11 1/16	
" Dividends, 4 months' sight 1/11 1/16	
ON HANKOW, (demand) 1/11 1/16	
ON HANKOW, Bank Bills, on demand 1/11 1/16	
" Credits, 4 months' sight 1/11 1/16	
" Credits, 30 days' sight 1/11 1/16	
ON BOMBAY, Telegraphic Transfer 1/11 1/16	
" On demand 1/11 1/16	
ON SHANGHAI, Telegraphic Transfer 1/11 1/16	
" Private 30 days' sight 1/11 1/16	
ON YOKOHAMA, T.T. 1/11 1/16	
Sovereigns, Bank's Buying Rate 1/11 1/16	
Gold Leaf 100 to 1000 1/11 1/16	
Bar Silver 1/11 1/16	
Dollars 1/11 1/16	

OPIUM QUOTATIONS.

Hongkong, 8th July.	
New Patna 1/11 1/16	
Old Patna 1/11 1/16	
New Benares 1/11 1/16	
Old Benares 1/11 1/16	
New Malwa 1/11 1/16	
Old Malwa 1/11 1/16	
Persian, paper tied 1/11 1/16	

VESSELS IN PORT.

ARETHUSA, American transport, 2,122, See-Combe, 10th June, Manila 15th June, Ballast—U. S. Government.	
BISACRO, Italian steamer, 1,500, P. Brusca, Pietro, 5th July, Bombay 17th June, and Singapore 20th June, General—Carlowitz & Co.	
BURNSIDE, American steamer, 1,400, A. H. Lafflin, 14th April, Manila 11th April, Ballast—Government.	
CITY OF PEKING, British steamer, 3,128, J. T. Smith, 6th July, San Francisco and Shanghai 3rd July, Mails and General—P. M. S. S. Co.	
DECIMA, German steamer, 754, Schlaikier, 5th July, Manila and July, Ballast—Nan Wo.	
DEVAVONGSE, German steamer, 1,057, H. Textor, and July, Koh-si-chang 26th June, General—Butterfield & Swire.	
DEVONSHIRE, British steamer, 2,664, A. Coull, 17th June, New York 14th April, and Port Said 17th May, Kerosine—Standard Oil Co.	
ELSE, German steamer, 903, J. Petersen, 22nd June, Tokyo via Shanghai 30th May, General—Jebben & Co.	
HIP SANG, British steamer, 1,040, Murray Crockett, 4th July, Moji 29th June, Coal—Jardine, Matheson & Co.	
INDRAPURA, British steamer, 3,151, A. E. Hollingsworth, 6th July, Moji 1st July, General—Shewan, Tomes & Co.	
ITURDA, British transport, 3,301, M. England, and July, Calcutta 10th June.	

KEONGWAI, German steamer, 1,115, A. von Rapp, 27th June, Bangkok and Swire 24th June, General—Butterfield & Swire.

KOH-SI-CHANG, German steamer, 1,291, Leuss, 18th June, Bangkok 11th June, Rice—Butterfield & Swire.

LISCUM, American steamer, 100, F. Miller, 30th June, Shanghai 26th June.

LOONOSUNG, British steamer, 1,092, G. S. Weigall, 5th July, Manila and July, Ballast—Jardine, Matheson & Co.

MACEONIA, British steamer, 1,045, W. E. Sawyer, 5th July, Moji 30th June, Coal—Jardine, Matheson & Co.

MAUSANG, British steamer, 1,614, Walsh, 21st June, Saigon 15th June, Timber—Jardine, Matheson & Co.

MURCHER, German steamer, 4,691, Knbs, 25th May, Caroline Islands 15th May, Ballast—Melchers & Co.

NANSHAN, British steamer, 1,299, Allan Jones, 27th June, Newport, Mon. 10th May, Coal—Bradley & Co.

OAK BRANCH, British steamer, 2,064, H. Scheel, 12th June, Mororan 4th June, Coal—Dodwell & Co., Ltd.

OLYMPIA, American steamer, 1,730, John Truebridge, 6th July, Tacoma via Japan 24th June, General—Dodwell & Co., Ltd.

PERLA, British steamer, 1,287, G. Blackland, 18th July, Manila 2nd July, General—Shewan, Tomes & Co.

POMPEY, American steamer, 785, J. H. Serive, 21st Mar., Manila 18th Mar., Coal—U. S. Navy.

ST. ENOCH, British dredger, 650, R. Rawcliffe, 30th May, Wei-hai-wei 25th May.

SIMONGAN, Dutch steamer, 1,818, Sandman, 17th April, Samarang and Saigon 29th March, Sugar—Yuen Fat Hong.

SUNGIANG, British steamer, 1,021, S. W. Moore, 6th July, Manila 3rd July, Ballast—Butterfield & Swire.

TSURUHIKO MARU, Japanese steamer, 1,240, Ikegami, 2nd July, Keelung 29th June, Coals—Nippon Yusen Kaisha.

Sailing Vessels.

CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May, Manila 9th May, Ballast—Order.

HOLLAND, American ship, 1,084, E. M. Knight, 14th June, Fremantle, W.A. 3rd May, Sandalwood—Order.

L. SCHEFF, American ship, 1,673, Kendall, 5th July, Manila 25th June, Ballast—Carlowitz & Co.

MANUEL LLAUGO, American ship, 1,650, Nichols, 29th June, New York 3rd Mar., Kerosine Oil—Standard Oil Co.

MARCHEL DE VILLARD, French bark, 1,171, Rionat, 31st May, Cardiff 4th Jan., Coals—E. A. Trading Co.

SEA WITCH, American ship, 1,172, Howes, 21st Feb., Manila 18th Feb., Ballast—Master.

SUSSEX, British bark, 1,212, Guthrie, 17th May, Fremantle 26th Mar., Sandalwood—Master.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, July 8th, 1901.

Alacrity, despatch-vessel, 1,700 tons, 10 guns, 12 knots, Comdr. G. F. M. Cradock, at Shanghai.

Algerine, sloop, 1,050 tons, 6 guns, 11 knots, Comdr. E. D. Hunt, at Shanghai.

Arctura, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starlin, at Woonung.

Argonaut, 1st-class cruiser, 11,000 tons, 16 guns, 16 knots, Capt. G. H. Cherry, at Shanghai.

Astraea, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. A. W. Paget, at Shanghai.

Aurora, 1st-class cruiser, 5,600 tons, 8,000 h.p., 12 guns, Capt. E. H. Bayly, at Fochow.

Barfleur, 1st-class battleship, 13,500 tons, 14 guns, 16 knots, Captain G. J. S. Warne, at Nagasaki.

Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 11 knots, Capt. Henderson, at C.M.O. Woonung.

Bonaventure, 2nd-class cruiser, 3,000 tons, 18 guns, 9,000 h.p., Captain G. G. Sawie, en route Home.

Bramble, 1st-class gunboat, 710 tons, 1300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, at Wuhu.

Brisk, 3rd-class cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Boucher Wrey, at Hankow.

Bristolmar, 1st-class gunboat, 710 tons, 1300 h.p., 6 guns, Lieut. Comdr. E. A. Baird, at Fochow.

Centurion, 1st-class battleship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, at en route Home.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, at Hongkong.

Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Tiltard, at Hongkong.

Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, at Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 1,200 h.p., Lieut. Comdr. F. Blunt, at Kiang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 560 h.p., Canton.

Glory, 1st-class battleship, 14,850 tons, 16 guns, 13,500 h.p., Captain F. S. Ingfield, at Japan.

Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. White, at Shanghai.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Hasty.

Hermione, 2nd-class cruiser, 4,350 tons, 10 guns, 9,000 h.p., Capt. R. S. D. Cumming, en route Home.

Humber, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, at Shanghai.

Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, at Wei-hai-wei.

Janus, torpedo-boat destroyer, in reserve.

Linnus, gun-vessel, 750 tons, 2 heavy guns, 4 6-pounders, 870 h.p., Commander W. W. Smythe, at Singapore.

Lizard, 1st-class gunboat, 715 tons, 6 guns, 870 h.p., Lieut. Comdr. J. C. Watson, at Singapore.

Ocean, 1st-class battleship, 12,050 tons, 13,500 h.p., 16 guns, Hon. A. G. Curzon Howe, C.B., C.M.G., A.D.C., Woonung.

Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., at Shanghai.

Otter, torpedo-boat destroyer, Lieut. and Comdr. C. P. Mansel, at Shanghai.

Phaon, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. H. H. Nicholson, at Tientsin.

Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,500 h.p., Capt. Oldham, at Hongkong.

Pique, twin screw, 2nd-class cruiser, 3,000 tons, 8 guns, 7,000 h.p., Capt. C. Reynolds, at Shanghai.

Plover, 1st-class gunboat, 455 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. V. de M. Cowper, at Shanghai.

Redpole, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut. Comdr. C. F. Corbett, at Shanghai.

Robin river-gunboat, 2 guns, Lieut. Comdr. G. G. Webster, at Wei-hai-wei.

Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., C. Hamilton, at Singapore.

Sandpiper, British river-gunboat, 2 guns, Lt. Comdr. Carr, at West River.

Saife, river-gunboat, 85 tons, 2 guns, 140 h.p., Lieut. and Commander Oldham, at Yangtze.

Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., Hongkong.

Taku, torpedo-boat destroyer, 250 tons, Lieut. Comdr. C. P. Beatty-Pownall, at Hongkong.

Talbot, 2nd-class cruiser, 5,600 tons, 8,000 h.p., Capt. F. G. Stopford, at Hongkong.

Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., at Hongkong.

Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., at Hongkong.

Tweed, coast defence gunboat, 365 tons, 3 guns, 200 h.p., in Reserve at Hongkong.

Waterwitch, surveying ship, 620 tons, Lieut. Comdr. Lyne, at Hongkong.

Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt. Comdr. Mackenzie, D.S.O., at Shanghai.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.

Woodcock, river-gunboat, 2 guns, 560 h.p., Lieut. Comdr. Watson, at Kiang.

Woodruff, river-gunboat, 2 guns, 550 h.p., Lieut. Comdr. H. E. Hillman, at Yangtze.

Torpedo-boats in Reserve Nos. 8 and 20, 15, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Asper, Austrian gunboat, 976 tons, Capt. W. Weber, at Shanghai.

Donau, Austrian cruiser, 2,340 tons, Captain Victor Blesse v. Sambuch, at Singapore.

Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, at Swatow.

Kaiserin Elisabeth, Austrian cruiser, 8 guns, 1,500 tons, 9,000 h.p., Capt. M. V. Eissen, at Shanghai.

Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Rossum, at Swatow.

Leopard, Austrian cruiser, 1,600 tons, Captain Müller, at Saigon.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, at Macao.

Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Blesse Ritter v. Sambuch, at Shanghai.

Piet Hein, Dutch cruiser, 8 guns, 3,600 tons, 4,730 h.p., Capt. Jensen, at Taku.

Zaire, Portuguese gunboat, 600 tons, Captain Mello, at Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Skala, at Shanghai.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 35 guns, 9,500 h.p., Captain Yakovlev, at Nagasaki.

Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Vsevolodsky, at Tientsin.

Albatross, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskiy, at Nagasaki.

Bobr, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Taku.

Dimitri Donsky, Russian armoured cruiser, 5,893 tons, twin screw, 31 guns, 7,000 h.p., Comdr. Sharon, at Taku.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serbrennikoff, at Taku.

Gremiatzkiy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Milashevsky, at Taku.

Koreytsa, Russian cruiser, 1,200 tons, 9 guns, 2,350 h.p., Capt. Simann, at Taku.

Mandjuri, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakovlev, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.

Nayevskiy, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otavari, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 3,000 h.p., Captain Copronoff, at Nagasaki.

Petrof, Russian battleship, 12,000 tons, Capt. Greis, at Nagasaki.

Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.

Rostia, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Demojiroff, at Nagasaki.

Rosbnyk, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.

Rurik, Russian flagship,